

# The China Mail.

Established February, 1845.

HONGKONG, TUESDAY, JULY 11, 1893.

THE HONGKONG CHINESE MAIL.  
華日字報  
(Hongkong Wa Tsui Po.)  
ISSUED DAILY.

CHAN UN MAN,  
Manager and Publisher.

SUBSCRIPTION:  
Five Dollars a year, deliverable in Hong-  
kong. Outports, £1.40 per annum.  
including postage.

PRICE, \$2 PER MONTH.

VOL. XLIX. No. 9491.

第一十一年三月九日

HONGKONG, TUESDAY, JULY 11, 1893.

八月五日

Shipping.

Steamers.

FOR SINGAPORE, SAMARANG AND  
SOURABAYA.

The Steamship

Capt. J. Young, will be  
despatched as above on

WEDNESDAY, the 12th instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,  
Agents.

Hongkong, July 7, 1893. 1191

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA VIA AMOY.

The Steamship

Captain Dowd, will be  
despatched on WEDNESDAY,  
the 12th instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 10, 1893. 1188

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SYDNEY AND MELBOURNE.

The Co.'s Steamship

Capt. R. Nelson, Commander,  
will be despatched as  
above on THURSDAY, the 13th Inst., at

11 a.m.

The attention of Passengers is directed to  
the Superior Accommodation offered by

this Steamer. First-class Cabins and Cabins  
are situated forward of the Engine.

Second-class Passengers are berthed in the  
Poo. A Refreshing Chamber ensures

the supply of Fresh Provisions during this  
entire voyage. A duly qualified Surgeon is  
carried.

For Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 10, 1893. 1186

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZU CANAL.

The Co.'s Steamship

Captain Hartwig, will be  
despatched as above on

THURSDAY, the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 10, 1893. 1189

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Charge of Passengers at through route  
to NINGPO, CHEKPO, NEW  
OHWANG, TIENTSIN, HANKOW  
and Ports on the YANGTZE.)

The Co.'s Steamship  
Capt. BANNISTER, will be  
despatched as above on

THURSDAY, the 13th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, July 10, 1893. 1181

## For Sale.

### FOR SALE

CHINESE SCHOOL-BOOKS:

S A M - T S Z - K I N G ,

T S ' I N - T S Z - M A N ,

LITERALLY TRANSLATED AND EXPLAINED

BY

D. E. J. EITEL

PRIOR: 15 CENTS PER COPY.

CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

## To Let.

### TO LET

OFFICES in PRAYA CENTRAL, above  
the Messrs. DOUGLAS LAPRADE & CO.'s  
Office.

**THE WILDERNESS**, CAINE ROAD,  
OFFICES—First and Second Floors  
of No. 4, Queen's Road Central, over  
the Bank of China, JAPAN & SWITZER, LTD.

No. 11 and 12, COOMBE ROYAL—a Large  
Furnished HOUSE at MAGAZINE GAP,  
New HOUSES in ELGIN STREET, PEI  
SUET and STATION STREET.

No. 4, REPOSE TERRACE—Bonham Road.

No. 7, PRAYA CENTRAL, at present occi-  
UPIED by the NEW ORIENTAL BANK IN  
LIQUIDATION.

No. 4, BLUE BUILDINGS,  
FLOORS and GODDOWNS in BLUE  
BUILDINGS.

GROUND and FIRST FLOORS, No. 5,

SHELLEY STREET.

No. 10, OLD BAILEY,

14, KREUZBERG TERRACE, Kowloon,

and No. 9, CHANCERY LANE.

Apply to:

G. C. ANDERSON,

13, Praya Central.

Hongkong, March 1, 1893. 390

## To Let.

### TO LET

WEST END TERRACE, 4 ROOMED

HOUSE.

Apply at: No. 14, CAINE ROAD.

Hongkong, June 14, 1893. 1032

## To Let.

### TO LET

N O. 3, WEST TERRACE.

Apply to: G. C. ANDERSON

13, Praya Central.

Hongkong, May 31, 1893. 870

## To Let.

### AT THE PEAKE.

N O. 2, SEVOURNE TERRACE,

NO. 4, OLD BAILEY STREET.

THIRD FLOOR, in No. 6, QUEEN'S ROAD.

ROOMS in COLONIAL CHAMBERS,

OFFICES in VICTORIA BUILDINGS.

Apply to:

A. DENISON,

Bank Building.

Hongkong, June 4, 1893. 1003

FOR NEW YORK.

The 3/3 L.I.L. British Ship

Habitant,

W. R. Portus, Master, will load

here for the above Port, and

will have quick despatch.

For Freight, apply to

ARNOLD, KARBERG & CO.,

Agents.

Hongkong, May 20, 1893. 900

Sailing Vessels.

FOR THE HONGKONG CHINESE MAIL.

朝日字報

(Hongkong Wa Tsui Po.)

ISSUED DAILY.

CHAN UN MAN,

Manager and Publisher.

SUBSCRIPTION:

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including postage.

For Freight, apply to

ARNOLD, KARBERG & CO.

Agents.

Hongkong, May 20, 1893. 900

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For Freight, apply to

ARNOLD, KARBERG & CO.

Agents.

## Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG, CITY OF NEW YORK (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) WEDNESDAY, July 12. City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, July 27. China (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, August 8.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on the 12th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be obtained on application.

Second class (first class only) are granted to Officers, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel packages will be received at the office until 5 p.m. each day; all Parcel Packages should be addressed in full, value and name to be required.

Comptial Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, July 11, 1893. 1133

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

GEORGETTA, American barque, Capt. F. Kosten.—Master.

## To-day's Advertisements.

STEAMSHIP SALAZIE.

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNERS.

CONSIGNEES of Cargo from London ex Steamships *Tanise* and *Brynneth*, from Havre ex Steamship *Tanise*, and from Bordeaux ex S.S. *Fred Morel*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence delivery may be obtained immediately after landing.

Optical Goods will be forwarded, unless otherwise specified, from the Consignee before noon To-day (Tuesday), the 11th instant, according to his landed bill.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 13th July, at noon, will be subject to rent, and landing charges.

All Claims must be sent to me on or before Tuesday, the 13th July, or 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, July 11, 1893. 1211

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL, IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China hands, at Home and abroad, in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers on their addresses being forwarded to the Office.

## SUBSCRIPTION:

Per annum . . . \$12.00, postage, \$1.00  
" Quarter . . . 3.00, " 0.25  
" Single Copy . . . 0.30.

China Mail Office, Hongkong.

## To-day's Advertisements.

CONSULAT DE FRANCE A HONGKONG.

L'OCCASION de la FÊTE NATIONALE. A. ALLE le Consul de France aura l'honneur de recevoir ses Compatriotes en résidence ou de passage à Hongkong le Vendredi, 14 JULLET, de 4 à 6 heures du après-midi, au Consulat.

1, Seymour Terrace, Hongkong, July 11, 1893. 1217

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Salazie*.

Captain PAUL, will be despatched for the above Ports TO-MORROW, the 12th Instant, at 4 a.m.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, July 11, 1893. 1218

FOR SHANGHAI.

The Steamship *Pierry*.

Captain R. KÖHLER, will be despatched for the above Port on SATURDAY, the 15th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN &amp; Co.

Hongkong, July 11, 1893. 1213

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Fornax*.

Captain HALL, will be despatched for the above Ports on THURSDAY, the 13th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK &amp; Co., General Managers.

Hongkong, July 11, 1893. 1212

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

The Co.'s Steamship *Opeack*.

Capt. D. DALES, Commander, will be despatched as above on FRIDAY, the 14th Instant, at 5 p.m.

For Freight, apply to ARNHOLD, KARBERT &amp; Co., Agents.

Hongkong, July 11, 1893. 1160

FOR LONDON VIA PORTS OF CALL.

The Co.'s Steamship *Opeack*.

Capt. D. DALES, Commander, will be despatched as above on FRIDAY, the 14th Instant, at 5 p.m.

For Freight, apply to ARNHOLD, KARBERT &amp; Co., Agents.

Hongkong, July 11, 1893. 1216

CHINA NAVIGATION COMPANY, LIMITED.

FOR THIENHSIN.

The Steamship *Kiriyama*.

Capt. OTERBERGER, will be despatched on TUESDAY, the 16th Instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, July 11, 1893. 1218

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

The Steamship *Titan*.

Capt. RAMSEY, will be despatched on TUESDAY, the 16th Instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, July 11, 1893. 1219

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL AND BREMEN.)

The Steamship *Salazie*.

Capt. E. CHRISTIANSEN, will be despatched for the above Ports on THURSDAY, the 20th instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN &amp; Co., Agents.

Hongkong, July 11, 1893. 1214

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely pure. Steam Plant of the latest and most powerful type. Supervision.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

Dakin, Cruickshank &amp; Company, Ltd.

VICTORIA DISPENSARY.

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## To-day's Advertisements.

CONSULAT DE FRANCE A HONGKONG.

OFFICES in "BANK BUILDINGS," Queen's Road, Nos. 16 to 20, lately occupied by Messrs. DODWELL, GARRETT &amp; CO., "HOUSSES" at "BALLOWS TERRACE," Robinson HOUSE, No. 1, DUDDELL STREET, or in Plaza.

GODOWNS in "DUDDELL STREET," HOUSE, No. 3, BRAGGFIELD ARCADE, facing Parade Ground.

ROOMS in "BRAGGFIELD ARCADE," Queen's Road.

BUNGALOW "DELMAR," YEW-MA-TEO, HOUSE, No. 21, SHELLY STREET.

Apply to BELLIOS &amp; CO.

Hongkong, July 11, 1893. 1215

TO LET.

MOUNT KELLETT.

TO LET.

TWO COMMODIOUS HOUSES.

Apply to BELLIOS &amp; CO.

Hongkong, July 11, 1893. 1216

SHIPPING.

ARRIVALS.

July 10.—

Taisan, British steamer, 1,405, George Ramsay, Sydney June 20, and Port Darwin, July 4; Coal, Bullock and General.—BUR-

TERFIELD &amp; SWIRE.

TWO COMMODIOUS HOUSES.

Apply to BELLIOS &amp; CO.

Hongkong, July 11, 1893. 1216

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Hongkong, July 11, 1893. 1216

## THE CHINA MAIL.

It appears, says the *N. C. Daily News*, that there is likely to be some trouble at Ichang. We have seen two letters from that port, in one of which it is stated we are in daily expectation of trouble. Many natives have left the native city; in fact there is quite an exodus. The writer concludes by wishing that the *Ex* would soon put in an appearance. The other letter states that the better class of people are leaving Ichang, because it was reported that several thousand *Kolo Hui* men had collected at a place some miles distant, and it was thought they intended to raise a rebellion and attack Ichang. Both letters are dated 20th June. There are no men-of-war at Ichang, though there are two U.S. ships and a British war vessel at Hankow.

The following items are from the *London and China Express* of June 8:—

The following appointment has been made at the Admiralty.—Acting Lieutenant R. N. R. V. A. E. Urchilley, to the *Mercury*, to date June 6.

Staff Commander Andrew W. Miller, who has been appointed to Hongkong Yard, entered the Navy in 1880, and after serving in the *Belleisle* hospital ship in the Black Sea, was afterwards, when in the *Amerigo*, a blockader of the Canton River, and Marco Polo, and also in the Amakiri Cloud Mountain Expedition. The *Amerigo* afterwards went to the Pacific, and in 1880 was at the blockade of Mazatlan. Oftener enough, says the *Army and Navy Gazette*, Mr. Miller was navigating lieutenant of another *Ametyst* during the *Abstaince* Campaign, and in this ship was present when, with the Shah, the action with the *Husser* was fought off Ibo in 1877. Captain Miller is the author of *The Straits of Malacca and Eastern Shores of the Pacific Ocean*, and has quite recently been employed in revising the Establishment of Warrent Officers' Sea Stores.

The colony of Hongkong will welcome the honour bestowed on Mr. Philip Burnell Cheney Ayres, on the occasion of the Queen's Birthday. Mr. Ayres, whose connection with the colony as colonial surgeon and inspector of hospitals dates back to 1873, is exceedingly popular among the Chinese, and during his long residence in the colony he has earned the esteem of all.

The Chinese Minister, accompanied by two of his attachés and Sir Halliday Macmillan, visited the House of Commons on the occasion of the 5th inst., and witnessed the "Privy Council" incident, without, however, understanding a word of what was said. The Chinese Minister is alone of all the diplomatic corps in not understanding a word of the language of this country. He was chaperoned by Mr. Sunpan Chang, who will be amused at seeing himself described as a "youthful Celestial." He has been a Secretary of the Legation in Portland-Place for some fifteen years, and though his intelligence countenance certainly does wear a remarkably juvenile appearance, he is old enough to have a grown-up son who has been educated for the medical profession. Mr. Chang is pretty well known in all the diplomatic circles of Europe as a most courteous, amiable, and efficient public servant.

Under a receiving order made on the 11th ult. against William McGregor Smith, described as of an address in Sinclair-road, West Kensington, accounts have been submitted, accompanied by the observations of the Official Receiver (Mr. A. E. Willey). The liabilities are returned at £11,480, of which £18,733 are unsecured, with assets estimated to produce £1,450. The debtor stated that about fifteen years ago, he came to reside in England, having previously lived for several years in Hongkong and the Philippines Islands. For many years he has been engaged in procuring concessions at various places abroad. His expenses have been paid by persons sharing in any profits derived from these ventures. The Official Receiver asserts that about fourteen years ago when trading as a sugar refiner in Hongkong, the debtor was adjudged bankrupt. The liabilities were about £16,000; but, according to his statements, within a year of his bankruptcy, he paid every creditor in full and obtained his immediate discharge. The debtor's wife is stated to have an income of about £180 arising from investments in China, post-emptive settlements, created in 1892 or 1893. Lately the debt has been absorbed into this income, and gifts from friends. The Official Receiver states that some of the concessions obtained by the debtor are being worked by public companies, and the debtor is the registered owner of a very large number of shares in them. These are chiefly held by creditors, treated as partly secured. Such creditors also hold shares in a patent, and in a planting concession, a mortgage on a leasehold house, furniture, and three life policies, and an interest in a coaling concession. The debtor attributes his insolvency to his inability to realise shares in various public companies, which he believes will ultimately realise a considerable sum.

The Asiatic Coasting Steamship Company in Hamburg in 1892 has done an unfavourable business. The total profits on freights only amount of m. 96,102, against m. 137,822 in 1891. At m. 49,670 (m. 89,398 in 1891) had to be paid for improvements in amount of m. 46,885 (m. 64,493 in 1891), which is to be applied for writing off. The three steamers—*Tai Lin*, *Tai Cheng* and *Tai Yen*—represent a book value of m. 1,345,512 (m. 1,388,437 in 1891) while the paid-in share capital amounts to m. 569,000. At the last ordinary meeting of shareholders it was resolved to reduce the capital by purchasing m. 500,000 shares, which has already been done, so that in future the capital will consist of only m. 1,000,000.

We call to see one London paper is emerging from the silence which has generally covered the unenviable subject of the C.D. Acts. The *Pall Mall* has printed an article against the continuation of the repeal of the Acts in so far as Hongkong and the Straits Settlements are concerned. The writer, who is evidently very well acquainted with the facts he writes on, states:—

"The class under notice, so far from objecting to European physicians, is as a rule most fully conscious of the great service which the Lock Act renders them, and voluntarily comply with its provisions, even when not made compulsory. Unlike our European sister, the Asiatic unfortunate comes from exclusively one class—a class deliberately brought up for the career she follows. No high or well-born female ever drifts into the ranks of the native demimonde, nor, except in rare instances, are there early days passed within British protection. This is especially true of Hongkong, and the cities of the Straits Settlements, where the repeal of the Act has done most harm."

Were Indian, Chinese, or Malay, feeling outraged by the working of the Act, something might be said in favour of its repeal. But the contrary is the case. As well might British ladies protest against the issue of notices in China forbidding native women to drown their female children, because such notices would insult European mothers, as at large, as protest against regulations cheerfully complied with by Asiatic residents in our Eastern possessions. The great centre of Eastern trade to which we have refer-

red are absolutely free from such scenes as may be viewed every evening from Charing-cross to Regent street. Registration, which still continues although medical supervision has ceased, does not ensure public immorality; and if the good old ladies of both sexes who are such necessary champions of purity exert themselves to purify our own streets, how would grumble. We have reason to believe that the question of re-enacting the Act would bring before the attention of Parliament. No need exists, however, for this active interference of the House. We regard our smaller Eastern possessions. The matter is an administrative one. A local ordinance when passed is sent home to the Secretary of State for the Royal Master's approval. The best way, in all probability, would be to move a Royal Commission, and then elicit the opinion of the House.

## AN ENGLISHMAN'S OPINION ON AUSTRALIAN AFFAIRS.

A young Englishman at present in Melbourne, in a private letter received by the steamer *Titanic* to-day, makes the following interesting comments on Australian affairs:—

We have had a frightful time here as far as business is concerned for the last six months. Things got worse and worse until at last the Commercial Bank went smash. This was followed by another, until at last about twelve of the great Australian banks smashed. You can imagine how pleasant it is doing business when things are in this state. Everybody who owes you money says that his money is either locked up in a broken bank, or that his customers have used their bills for the same reason. And what can you do? You can't go for a man under these circumstances. Fortunately I have seen it coming for a long time, and so we have not made any bad debts, although we have to wait for our money longer than we anticipated.

There are thousands of men out of work here, and they are fleeing away from the place like rats from a sinking ship. People are leaving Melbourne at the rate of 1000 a month, and the worst of it is that it is the best of the men who are going—the men who have saved a little money or the young unmarried ones, while the paupers and the idle and the incapable are left. All the banks are going to repossess what is a disastrous thing. The securities mainly consist of land, and, as you know, the value of land depends upon the population upon it. The only hope of any recovery of that value lies in the people coming and getting upon it. But as long as the banks hold on to it, and refuse to part with it at a reasonable rate, the people cannot use it, and will go on fleeing from the place. Now Zuid never turned the corner until the Bank of New Zealand was forced to let its land into the market at real values, instead of holding on for a recovery; and the same thing must happen here unless the banks are forced to realize on their assets.

There has been some delightful jubilee in progress during the last few weeks. Heaven and earth have been moved to prevent Sir Matthew Davies being brought to trial. He has packed the bench; but, as one man said, when he got away to Colombo on a *Canton* mail steamer, and will probably never see him again. (Since this letter was written Sir Matthew Davies was arrested in Colombo).

The evil of Government interference was beautifully shown in the bank crisis. The Government of New South Wales did all it could to prevent a run in Sydney, and the Government here went so far as to proclaim a five days' Bank Holiday. The result was adjugated bankrupt. The liabilities were about £16,000; but, according to his statements, within a year of his bankruptcy, he paid every creditor in full and obtained his immediate discharge. The debtor's wife is stated to have an income of about £180 arising from investments in China, post-emptive settlements, created in 1892 or 1893. Lately the debt has been absorbed into this income, and gifts from friends. The Official Receiver asserts that about fifteen years ago when trading as a sugar refiner in Hongkong, the debtor was adjudged bankrupt. The liabilities were about £16,000; but, according to his statements, within a year of his bankruptcy, he paid every creditor in full and obtained his immediate discharge. 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# THE CHINA MAIL.

No. 3491.—JULY 11, 1893.

## Mails.

**NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.**  
PROPOSED SAILINGS FROM HONGKONG, 1893.  
(SUBJECT TO ALTERATION.)

Tacoma..... Tuesday July 18.  
Mogul..... Tuesday August 8.  
Victoria..... Tuesday August 29.  
Tacoma..... Thursday Sept. 28.  
Mogul..... Thursday Oct. 18.

The Steamship *TACOMA*, Captain J. Hill, sailing at Noon, on TUESDAY, the 18th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consignments of Goods for United States Points should be sent in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

**DODWELL, CARELL & CO., Agents.**  
Hongkong, June 17, 1893. 1090

**Occidental & Oriental Steamship Company.**

TAKING GROSS AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Gloria* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... THURSDAY, July 20, at daylight.

*Edouard* (via Nagasaki, Kobe, Inland Sea, and Yokohama) ..... THURSDAY, Aug. 17.

*Oceanic* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... TUESDAY, Sept. 3.

**THE Steamship *GABRIEL* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 20th July, at Daylight, connection being made Yokohama with Steamer from Shanghai.**

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger can be taken on through Bills of Lading for the principal places in RUSSIA.

On MONDAY, the 24th day of July, 1893, at 3 p.m., the Company's S.S. *BRAUNSCHWEIG*, Captain D. Kornblum, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 22nd Instant, Cargo and Specie will be received on board until Noon on MONDAY, the 24th Instant, and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 25th Instant. Contents of Packages are required. No Parcel Receipt will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

**MELCHERS & CO., Agents.**

Hongkong, July 3, 1893. 1166

## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES MARITIMES,  
PAQUEBOIS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;

PORTS OF BRAZIL AND LA PLATA.

TO-MORROW, the 12th day of July, 1893, at Noon, the Company's S.S. *SYDNEY*, Commandant D. W. Fox, with PASSENGERS, SPECIE, and CARGO, will leave that Port for the two places.

Charge and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 11th July, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPIPEAU, Agent.

Hongkong, July 11, 1893. 1143

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ALDEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQ PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

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## Intimations.

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be the BEST and the MOST ECONOMICAL of ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the EXCELLENT QUALITIES of this Coal.

Attention is called to the following ADVANTAGES to Shipowners and Captains who Coal their Bunkers direct from the Underwood:

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

Best of weight, etc., etc.

mitsui busan kaisha, Sole Agents.

Hongkong, October 1, 1892. 1714

A SERIES OF ARTICLES, Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the OFFICE OF THIS PAPER,

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And Mr. W. BREWER'S.

Price—50 Cents.

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A Splendid Collection of the Latest London PATTERNS at very moderate prices. 743

THE REVENUE OF CHINA.

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CHINA REVIEW'

B A C K N U M B E R S

VOLS. IV. TO XVI.

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1893.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Two STEAMERS 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN.....6,000 Tons.....WEDNESDAY.....26th July.

EMPEROR OF CHINA.....6,000 do.....WEDNESDAY.....16th August.

EMPEROR OF INDIA.....6,000 do.....WEDNESDAY.....9th September.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN,

and call at VICTORIA, B.C., to land and embark passengers.

The Main Line on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

EXCURSIONS TO JAPAN.—During the Summer months, sea trips can be made from Hongkong to Kobe and back, occupying 13 to 14 days. Return rate \$75.00.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route, are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, July 5, 1893. 1179

SHARE LIST.—QUOTATIONS.—JULY 11, 1893.

Stocks, Nos. of Par., Par. up, Closing quotations, Cash.

BANKS.

Hongkong and Shanghai Bank Co., Ltd. .... 80,000 \$ 125 all 104 1/2 per cent.

Bank of China, Japan and Straits, Ltd. .... 99,875 2 102 1/2 15 50 cents, sellers

1,250 2 102 1/2 120, sellers

National Bank of China, Limited. .... 10,000 \$ 102 10 10, sellers

Caution Insurance Office Co., Ltd. .... 10,000 \$ 25 5 50 \$112

China Fire Insurance Co., Ltd. .... 24,000 \$ 83 33 25 55, sales and sellers

North China Insurance Co., Ltd. .... 5,000 \$ 20 2 20 110, buyers

Straits Insurance Co., Ltd. .... 30,000 \$ 10 2 20 112, buyers

Union Insurance Society Co., Ltd. .... 10,000 \$ 25 5 20 582

Yangtze River Association, Ltd. .... 8,000 \$ 10 2 10 1 94

Fire INSURANCES.

China Fire Insurance Co., Ltd. .... 20,000 \$ 10 2 10 1 95, sales and sellers

Dragon Fire Insurance Co., Ltd. .... 8,000 \$ 25 5 20 55, sellers

Hongkong Fire Insurance Co., Ltd. .... 8,000 \$ 10 2 10 1 95, buyers

Straits Fire Insurance Co., Ltd. .... 20,000 \$ 10 2 10 1 95, buyers

Stocks.

H'kong & Whampoa Dock Co., Ltd. .... 12,500 \$ 125 all 70 1/2 per cent, buyers

China and Manch. S. N. Co., Ltd. .... 5,000 \$ 50 20 1/2, buyers

Douglas Shipping Co., Limited. .... 20,000 \$ 50 20 1/2, buyers

Mac. C. & S. S. Co., Ltd. .... 30,000 \$ 50 20 1/2, buyers

Mac. C. & S. S. Co., Ltd. .... 60,000 \$ 50 20